

**PRE-APPLICATION TRANSPORT NOTE
PROPOSED RESIDENTIAL DEVELOPMENT
MANOR FARM, WOOD LANE,
NORTON-JUXTA-TWYCROSS, CV9 3QB
REF: 25/740/B, SEPTEMBER 2025**

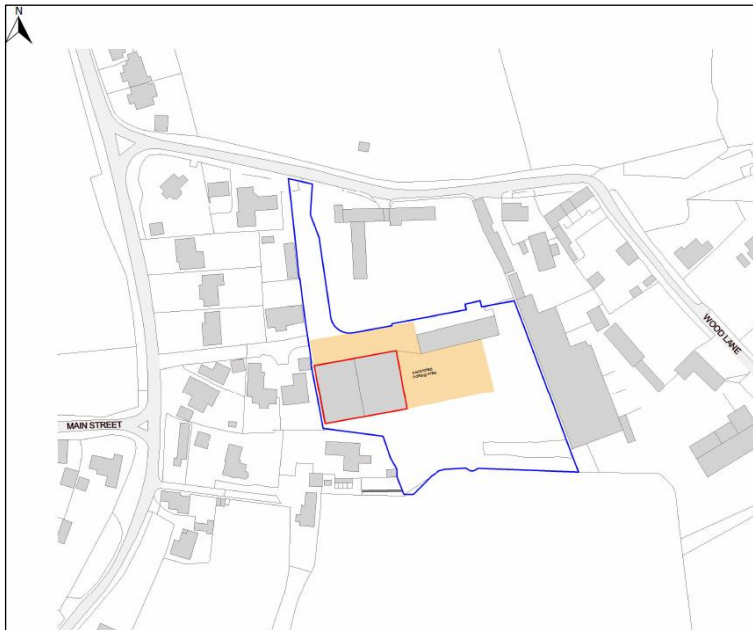
1.0 Introduction

- 1.1 Magna Transport Planning Ltd have been appointed by LonXThree c/o 2012 Partnership Homes Ltd (“the Applicant”) to prepare this Transport Note in support of a Prior Approval Application submitted under Class R of Schedule 2, Part 3 of the General Permitted Development Order (GPDO) 2015 (as amended). The application seeks consent for the change of use of the existing agricultural barn to an office use falling within Use Class E(g)(i).
- 1.2 This TN has been prepared in accordance with the Department for Transport’s (DfT) *Overarching principles on Travel Plans, Transport Assessments and Statements*, the National Planning Policy Framework (NPPF, 2024) and Hinckley and Bosworth Borough Council Local Plan 2006-2026. Due regard has been given to the Leicestershire County Council’s (LCC) Highway Design Guide.
- 1.3 This Note considers the development proposals in terms of access arrangements, traffic impact, parking provision, site servicing, and highway safety. It also responds to specific issues raised by the LHA.

2.0 Site Description

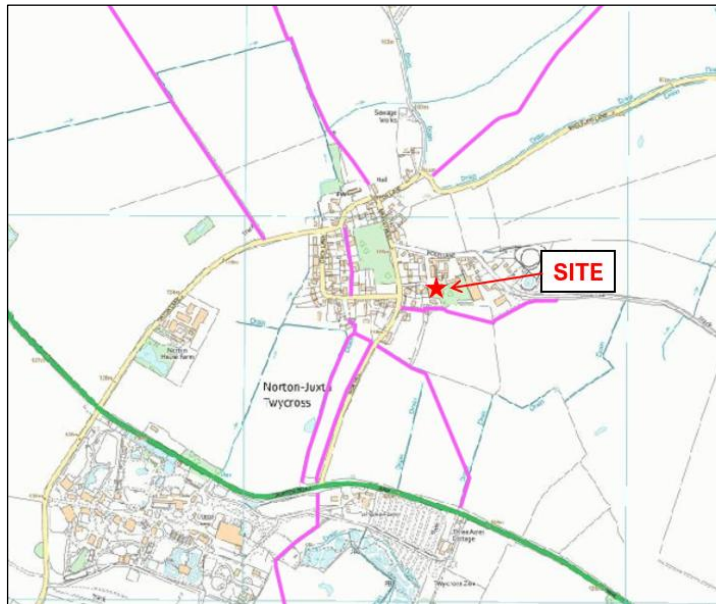
- 2.1 The application site is located within the Twycross and Witherley with Sheepy ward of Hinckley and Bosworth Local Authority, with the rural settlements of Twycross to the southeast, Austrey to the west and Appleby Magna to the north. The surrounding area is rural in nature, with Twycross Zoo located within 1.2 kilometres south of the site.
- 2.2 The site location plan is shown in Figure 2A.

Figure 2A Site Location



- 2.3 The site is situated on the south side of Wood Lane, and to the rear of a large farmhouse and range of former buildings (subject to an extant planning permission 13/01095/FUL for the conversion into residential dwellings), residential properties to the west and an established engineering factor and works to the east and open agricultural fields to the south.
- 2.4 The site comprises an agricultural building with a total floor area of approximately 990 sqm. There is a significant amount of hardstanding to the north and east of the barn.
- 2.5 The agricultural building is accessed via an access road off Wood Lane. This access road is approximately 80 metres in length, measured from Wood Lane entrance to the agricultural building.
- 2.6 There are no public rights of way across the site as shown in Figure 2B.

Figure 2B Public Right of Way



2.7 Whilst footpath Q3a/1 runs along the south of the site connecting Main Street to the west with Wood Lane to the south, the proposals do not have any impact on this PRoW.

3.0 Extant Use Trip Generation

3.1 The agricultural building subject to the Class R application was used to store agricultural crop and the trip generation associated with it has been provided by the Applicant. This is as follows:

- 340 x tractor and trailers for grain alone, some of which would go directly through the village, and these used a 18T trailers
- 240 x 44T artic lorries (grain lorries)
- 16 x artic flatbed lorries delivering fertiliser
- 12 x artic flatbed lorries delivering seed
- 16 x tanker lorries delivering liquid fertiliser
- 8 x Oil tanker deliveries
- Chemical delivery lorries 3x per week most weeks (usually 7.5T)
- This equates to approximately 788 agricultural vehicles arriving / departing the site i.e., 1,576 two-way agricultural vehicle trips on an annual basis, or up to five two-way HGV trips per day, including weekends.

3.2 This equates to approximately 788 agricultural vehicles arriving / departing the site i.e., 1,576 two-way agricultural vehicle trips on an annual basis, or up to five two-way HGV trips per day, including weekends.

- 3.3 In addition to this, there were six staff members employed on ancillary duties, which would have generated up to eight two-way car trips.
- 3.4 Overall, the agricultural barns would have generated a combined 17 two-way vehicular trips on a daily basis, including weekends – which on a 10-hour basis equates to approximately two vehicular trips per hour.

4.0 Local Road Network and Accessibility

Site Access

- 4.1 The site is accessed via Wood Lane, which is a rural road, subject to a speed limit of 30 mph. In the vicinity of the site, the carriageway of Wood Lane Road is approximately five metres wide.
- 4.2 The site access onto Wood Lane is in the form of a simple crossover measuring 14 metres wide along the edge of Wood Lane carriageway and approximately 5.0 metres wide measured from a point 10 metres south of Wood Lane. The internal access road has an average width of approximately 4.8 to 5.0 metres.
- 4.3 The site entrance benefits from wide verge along the southern side of Wood Lane, which affords good visibility for drivers exiting the site. The existing access arrangements are illustrated in Drawing 25-740-SK01 in Appendix 1, which shows the visibility splays of 2.4 metres x 43 metres in both directions – commensurate to the posted speed limit of Wood Lane.
- 4.4 The site access therefore is considered to be safe and suitable from a highway safety perspective.

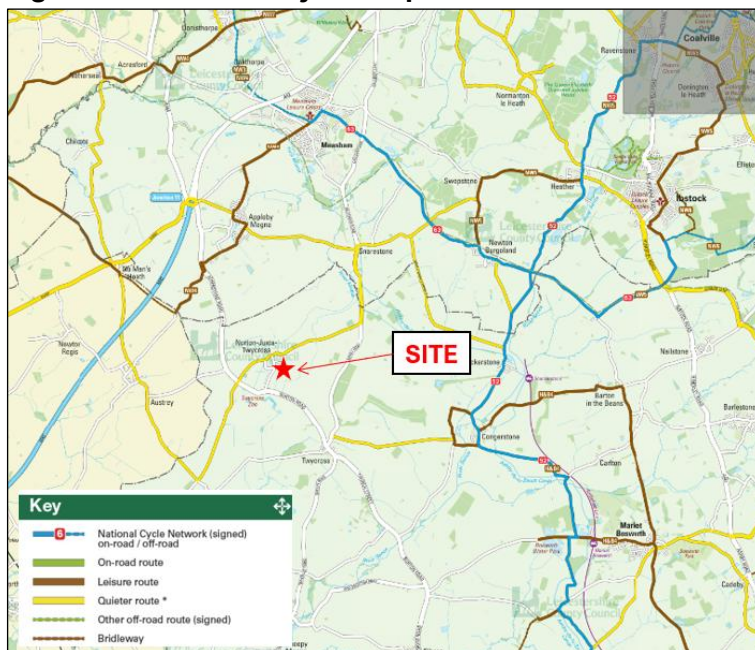
Local Road Network

- 4.5 Wood Lane connects to Main Street at a junction, 85 metres west of the site access. Main Street has a north-south alignment.
- 4.6 To the north, Main Street connects to Olton Lane and Shelford Lane, and to the south, it connects to the A444, which in turn provides a link to the M42.

Accessibility

- 4.7 It is acknowledged that there are no footways along Wood Lane. However, given the road geometry of Wood Lane and Main Street, the site observations were that the actual vehicular speeds are relatively low, and it is a traffic calmed environment.
- 4.8 Orton Lane and Shelford Lane to the north of the village are designated as 'quieter roads' which provide an opportunity to experience cycling; as shown in Figure 4A (source: ChooseHowYouMove website).

Figure 4A Local Cycle Map



- 4.9 Figure 4A shows that the quieter route network offers cycle accessibility to the nearby villages of Austrey, Snarestone and Appleby Magna, as well as to the National Cycle Network routes further afield.
- 4.10 STRAVA heatmap in Figure 4B indicates that despite the lack of formal designated cycle routes, Orton Lane, Shelford Lane and surrounding streets are popular with cyclists.

Figure 4B STRAVA Heatmap



Accident Analysis

- 4.11 A personal injury collision (PIC) search on CrashMap website has revealed that there have been no collisions reported at or in close proximity to the site access junction on Wood Lane. In fact, there have been no collisions reported on streets within 500 metres from the site access.
- 4.12 As such, there are no known highways related issues associated with the site access junction that need to be addressed as part of this application.

5.0 Proposed Development

The Proposal

- 5.1 The proposed development comprises the change of use of the agricultural building to Class E(g)(i) office use, totalling 990 sqm. There is a significant amount of hardstanding to the north and east of the building.

Parking

- 5.2 A total of 40 car parking spaces will be provided within the existing hardstanding area. All spaces will be designed to minimum dimensions of 2.4 metres x 5.5 metres, in line with the Leicestershire Highway Design Guide (LHDG). This provision equates to one space per 25 sqm of floor area and is considered more than sufficient to meet expected demand from future occupiers.

- 5.3 Of the total 40 spaces, four (10%) will be marked and designated for disabled users, in accordance with current guidance.
- 5.4 Electric vehicle (EV) charging infrastructure will be incorporated. Four of the car parking bays will be provided with active EV charging points, while passive provision will be installed for an additional six bays. This level of provision accords with current Building Regulations.
- 5.5 In addition to car parking, four motorcycle parking spaces and three Sheffield-type cycle stands (accommodating six bicycles) will be provided. These provisions are in line with LCC standards for office developments of this scale and use.
- 5.6 The layout of the site, including all car parking, motorcycle and cycle parking, and loading bays, is shown in Appendix 2 (Parking Plan).

Delivery & Servicing

- 5.7 Articulated vehicles (OGV2s) are not expected to access the site due to the scale and type of the proposed development. This reflects the functional requirements of the development and aligns with the expected end user requirements.
- 5.8 In a similar Class R application in Bruntingthorpe, the LHA confirmed that it would not be reasonable to require access to be designed for articulated HGVs in such context.
- 5.9 The expected profile of delivery and servicing activity has been reviewed in light of the building size, location, and intended land use. The majority of deliveries are expected to be made by transit vans and long wheelbase vans. Refuse collection will be carried out by a private waste contractor using a vehicle of approximately 11.2 metres in length – and this is likely to occur once a week.
- 5.10 There is sufficient space within the hardstanding area to accommodate loading / unloading for a typical delivery vehicle. As such, a loading bay is provided for delivery vehicles.
- 5.11 A refuse store will be located adjacent to the car parking area, and the refuse will be collected via a private waste contractor.
- 5.12 The swept path analysis using typical delivery vehicles and refuse truck is provided in Appendix 3. A modelling speed of 15kph has been applied, in line with the Local Highway Authority's typical requirements. This shows that the site layout can accommodate such vehicles.

6.0 Proposed Development Trip Generation

TRICS Assessment

6.1 TRICS has been used to determine the trip generation associated with the proposed development. As such, the following criteria has been used within TRICS:

- Main Land Use Employment
- Sub Land Use Offices
- Regions England (excl. Greater London), Wales, Scotland
- Parameters No more than 5,000 sqm
- Population within 1 mile No more than 15,000 (in order to obtain at least 6 sites)

6.2 The TRICS report is provided in Appendix 4. The following methodology has been used to obtain trip generation associated with all modes:

- TRICS database used to calculate people trips
- 2011 Census dataset used to obtain travel mode split which is then applied to the people trips (calculated from TRICS) to obtain trips from all modes

6.3 The 2021 Census currently does not provide Origin-Destination Travel to Work information by choosing specific place of work and place of residence. Also, this Census took place during COVID pandemic, when many peoples' work was affected as it was during a phase when a 'stay at home' order was in force. The census aimed to gather data about what people were doing at that time, rather than what they may have been doing had the pandemic not occurred. The results are therefore likely to be skewed and hence the 2021 Census has not been used.

People Trip Generation

6.4 The people trip generation associated with the floor area of 990 sqm of industrial use during typical local road peak hours (i.e., 08:00-09:00 and 17:00-18:00) is summarised in Table 6A.

Table 6A Proposed Development - Trip Generation – Person Trips

Mode	Hour	Trip Rates		Trips (990 sqm)		
		In	Out	In	Out	In
All People	08:00-09:00	3.758	0.275	37	3	40
	17:00-18:00	0.154	3.533	2	35	37

6.5 Table 6A shows that the proposed development with a total floor area of 990 sqm has a potential to generate 40 and 37 two-way people trips in the typical weekday peak hours.

Mode Split

- 6.6 The 2011 Census dataset - **WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)** has been used, with Super Output Area (SOA) E02005380: Hinckley and Bosworth 004 chosen as 'place of work', given that the application site is located within this SOA.
- 6.7 This dataset provides information on mode of transport used by people working within SOA E02005380. This is provided in Table 6B.

Table 6B Method of Travel to Work

Modes	% Split
Driving in a car/ van	78%
Passenger in a car/van	9%
Bicycle	2%
On Foot	8%
Public Transport	3%
Total	100%

- 6.8 Table 6B shows 78% of people (working within SOA E02005380) drive to work, 9% are passengers in the cars/vans, 2% travel by bike, 8% on foot and 3% use public transport. However, as there are no bus stops in the vicinity of the site, the 3% of public transport trips have been reassigned to the driving mode. Consequently, the adjusted proportion of people driving to work increases to 81%.
- 6.9 The mode splits from Table 6B are applied to the person trips in Table 6A to obtain trip generation by each mode. This is provided in Table 6C.

Table 6C Proposed Development - Trip Generation – All Modes [990 sqm]

Modes	AM Peak Hour			PM Peak Hour		
	In	Out	Two-way	In	Out	Two-way
Driving in a car/ van	30	3	33	2	28	30
Passenger in a car/van	3	0	3	0	3	3
Bicycle	1	0	1	0	1	1
On Foot	3	0	3	0	3	3
Total	37	3	40	2	35	37

- 6.10 Table 6C shows that the proposed development with a floor area of 990 sqm has a potential to generate a maximum of 33 two-way vehicular trips in the peak hours, which equates to approximately one vehicular trip ever two minutes on average.
- 6.11 There will be very limited number of trips made on foot or bike.

- 6.12 A further close inspection of the sites within TRICS database demonstrates that, on a daily basis, the proposed development could attract up to six LGVs and zero OGVs. This equates to less than one LGV arriving on site per hour on average on a 10-hour basis.

7.0 Net Traffic Impact

- 7.1 Based on the assessment of the extant agricultural use, the site previously generated around 17 two-way vehicle trips per day, including up to five HGV movements. The proposed office use is expected to generate around 33 two-way vehicle trips in the weekday peak hours.
- 7.2 Whilst this represents a modest net increase in daily vehicle trips, the true benefit lies in the removal of frequent tractor-trailer combinations and articulated lorries associated with the agricultural use, replaced instead by predominantly car and light van movements.
- 7.3 This represents a significant reduction in the proportion of heavy vehicle activity on Wood Lane and through the surrounding villages, with clear benefits in terms of highway safety, amenity, and environmental impact.

8.0 Impact on Site Entrance

- 8.1 The entrance to the site on Wood Lane is splayed, such that it is 14 metres wide along the edge of the carriageway of Wood Lane, at approximately 5.0 metres wide measured 10 metres from this edge. This allows an existing vehicle to wait and another vehicle to enter the site safely.
- 8.2 The swept path assessments that the site access are provided in Appendix 3, which demonstrate that the site access can accommodate the type of vehicles that the proposed development is likely to attract.
- 8.3 At a similar Class R application in Bruntingthorpe, the LHA Officer confirmed that “it would not be reasonable to insist on an access design that could be considered over-engineered for its intended end user”.
- 8.4 The same principles are applied at this site, and as such it is confirmed that the existing access arrangements are adequate to meet the requirements of the proposed development.

9.0 Summary

- 9.1 This Transport Note has been prepared in support of a Prior Approval Application under Class R of the GPDO 2015 (as amended), seeking consent for the change of use of the

existing agricultural barn at Manor Farm, Wood Lane, Norton-juxta-Twycross, to an office use within Class E(g)(i).

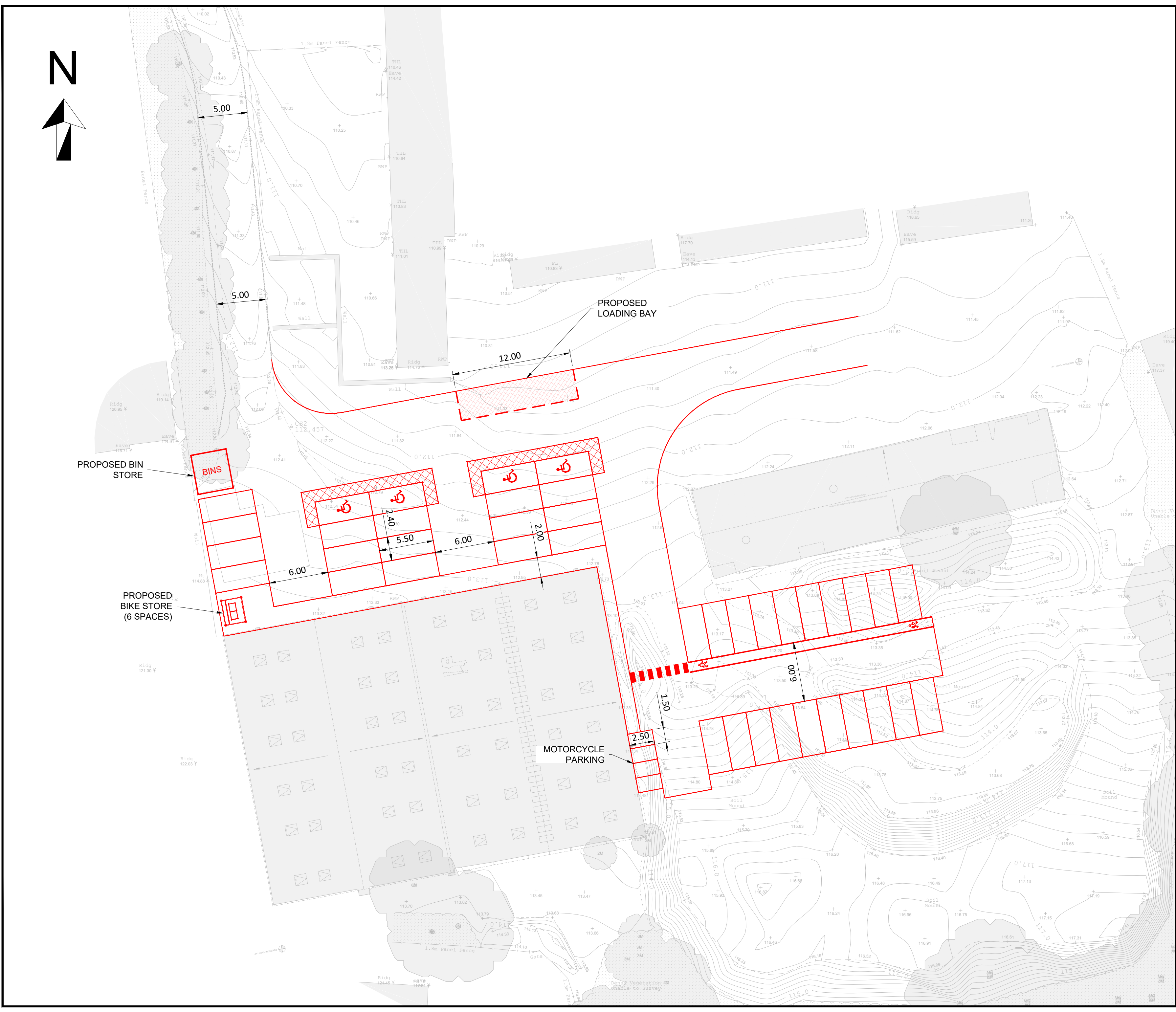
- 9.2 The site is accessed from Wood Lane via an established 80-metre-long access road, with a splayed entrance measuring 14 metres at the junction with Wood Lane. The visibility splays of 2.4 metres x 43 metres in both directions have been demonstrated, in line with the recorded 30 mph speed limit, ensuring a safe and suitable access.
- 9.3 Parking provision will comprise 40 car parking spaces, including 10% disabled bays, together with active and passive EV charging infrastructure, four motorcycle spaces and six cycle parking spaces. This level of provision exceeds Leicestershire standards for a development of this scale and type.
- 9.4 Servicing requirements will be limited to transit vans and long wheelbase vans. Refuse will be collected by private contractor typically once a week using a vehicle of approximately 11.2 metres and swept path analysis demonstrates that such vehicles can safely turn within the site. Articulated HGVs are neither expected nor required to access the site.
- 9.5 A TRICS assessment indicates that the development is expected to generate approximately 33 two-way vehicular trips in the peak hours. This equates to one vehicle movement approximately every two minutes on average. Daily LGV demand is forecast to be fewer than six vehicles, with no OGVs expected.
- 9.6 While the proposed office use will result in a modest increase in the overall number of daily trips compared to the former agricultural use, it will simultaneously eliminate the regular flow of heavy goods vehicles previously associated with crop storage and servicing. The resulting traffic profile will be characterised by lighter, more predictable car and van movements, which are considerably less intrusive on the rural road network.
- 9.7 Accident data confirms that no personal injury collisions have been recorded within 500 metres of the site access, indicating there are no underlying highway safety issues to be addressed.
- 9.8 The site's rural location is acknowledged; however, it benefits from a network of quieter lanes suitable for cycling, and cycle parking is provided on site. In addition, EV charging facilities will support sustainable travel practices.
- 9.9 Paragraph 116 of the NPPF (2024) states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- 9.10 In accordance with NPPF, the proposal does not create an unacceptable impact on highway safety, nor does it generate severe cumulative traffic effects. The proposed development is therefore policy-compliant and acceptable in transport terms.

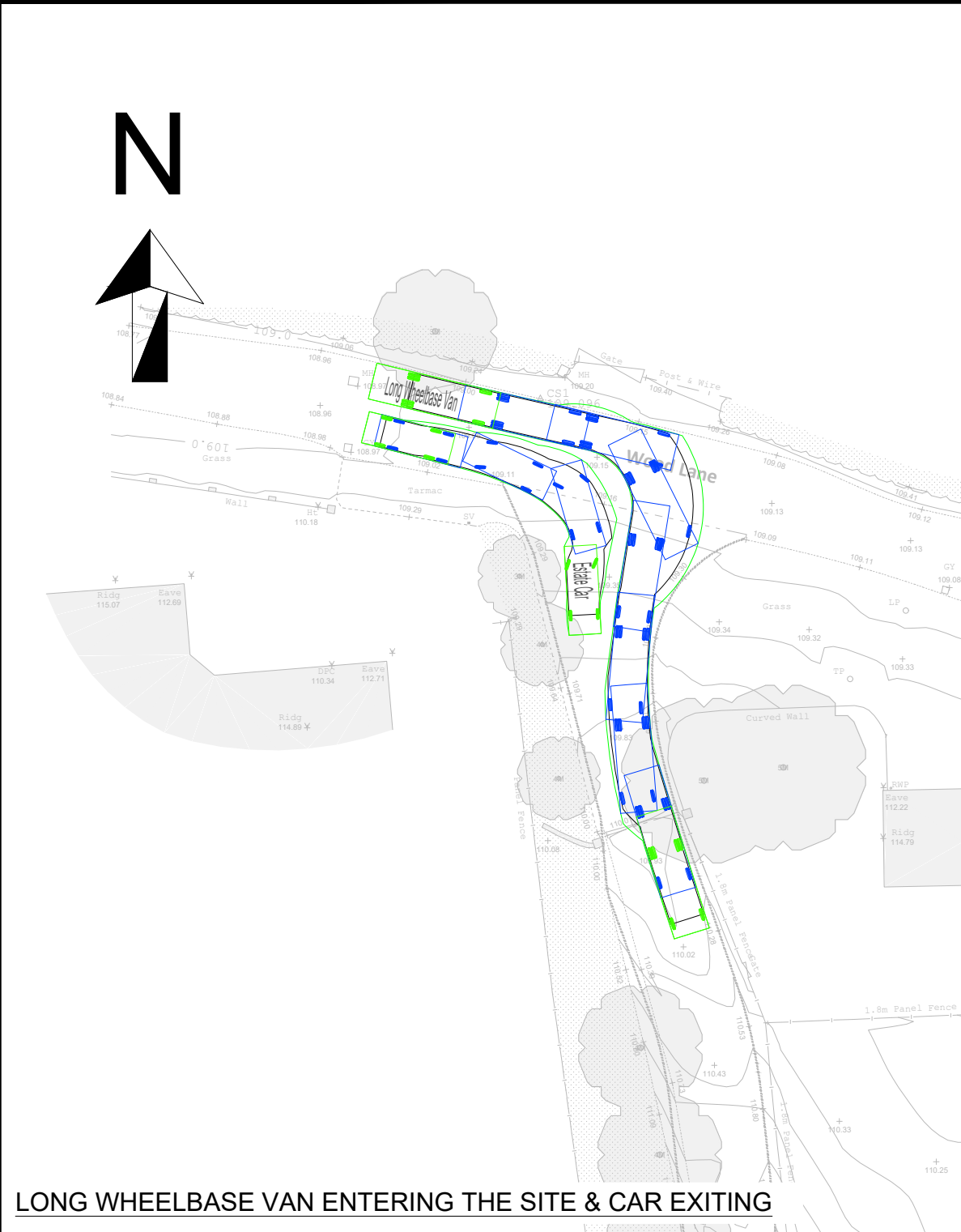
Appendix 1. EXISTING SITE ACCESS ARRANGEMENTS

Appendix 2. PARKING PLAN



MAGNA MAGNA TRANSPORT PLANNING LTD				
Client				
Project				
8 WOOD LANE, NORTON-JUXTA-TWYCROSS				
Drawing Title				
PROPOSED CAR PARKING ARRANGEMENTS				
Drawing Status				
FOR INFORMATION				
Drawn KJ	Designed	Date SEP 2025	Scale 1:250	Size A2
Drawing No. 25-740-SK02				Rev -

Appendix 3. SWEPT PATH ASSESSMENT



LONG WHEELBASE VAN ENTERING THE SITE & CAR EXITING



CAR ENTERING THE SITE & LONG WHEELBASE VAN EXITING



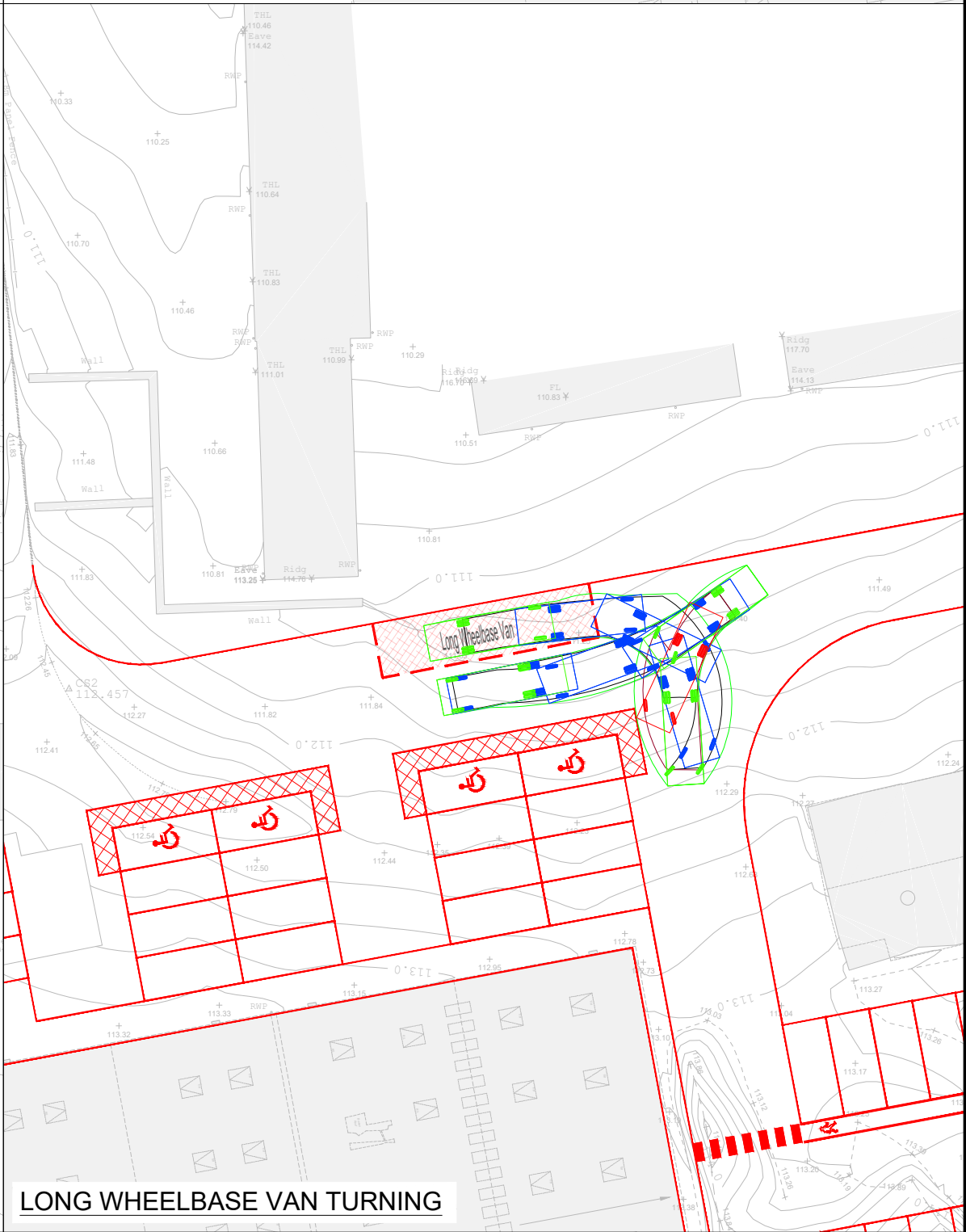
REFUSE VEHICLE TURNING ON THE SITE



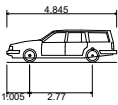
REFUSE VEHICLE ENTERING THE SITE



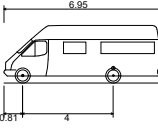
REFUSE VEHICLE EXITING THE SITE



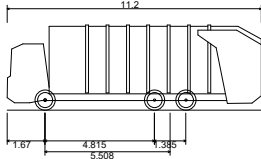
LONG WHEELBASE VAN TURNING



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m



Long Wheelbase Van
Overall Length 6.950m
Overall Width 1.990m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.500m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

-	15.09.25	ORIGINAL ISSUE	KJ	AP	AP
Rev	Date	Description	Drn	Chk	App



Client
-

Project
8 WOOD LANE,
NORTON-JUXTA-TWYCROSS

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE/LWB VAN/ESTATE CAR

Drawing Status
FOR INFORMATION

Drawn KJ	Designed	Date SEP 2025	Scale NTS	Size A2
Drawing No. 25-740-TR01	Rev -			

Appendix 4. TRICS: OFFICES

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 day
10	WALES		
	CO	CONWY	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	796 to 6186 (units:sqm)
Range Selected by User:	170 to 120000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	5 days
Suburban Area (PPS6 Out of Centre)	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	2 days
Industrial Zone	2 days
No Sub Category	1 days
Residential Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	4 days

Secondary Filtering Selection:

Use Class:

Not Known

6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 10945

Population within 1 mile:

1,001 to 5,000

2 surveys

10,001 to 15,000

3 surveys

5,001 to 10,000

1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000

1 surveys

125,001 to 250,000

2 surveys

5,001 to 25,000

2 surveys

50,001 to 75,000

1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

6 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

1 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Gross floor area: 1230 sqm Survey date: Tuesday 23/05/2017	AK-02-A-01	OFFICES	WAKEFIELD	Survey Type: Manual
2 NARROW LANE LLANDUDNO JUNCTION Edge of Town Commercial Zone Gross floor area: 6186 sqm Survey date: Wednesday 28/03/2018	CO-02-A-01	GOVERNMENT OFFICES	CONWY	Survey Type: Manual
3 CRANBORNE ROAD POTTERS BAR Edge of Town Commercial Zone Gross floor area: 3378 sqm Survey date: Monday 11/03/2024	HF-02-A-05	OFFICES	HERTFORDSHIRE	Survey Type: Manual
4 LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114 sqm Survey date: Monday 29/04/2024	LN-02-A-01	OFFICES	LINCOLNSHIRE	Survey Type: Manual
5 GRESLEY ROAD LOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 1918 sqm Survey date: Wednesday 24/04/2024	LN-02-A-02	COUNCIL OFFICES	LINCOLNSHIRE	Survey Type: Manual
6 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Gross floor area: 796 sqm Survey date: Wednesday 23/11/2022	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-A-06	20-11-2018	Ireland site excluded

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	2604	0.416	0.064	0.480
08:00-09:00	6	2604	1.594	0.250	1.844
09:00-10:00	6	2604	1.184	0.288	1.472
10:00-11:00	6	2604	0.647	0.282	0.929
11:00-12:00	6	2604	0.378	0.314	0.692
12:00-13:00	6	2604	0.512	0.563	1.075
13:00-14:00	6	2604	0.563	0.474	1.037
14:00-15:00	6	2604	0.320	0.384	0.704
15:00-16:00	6	2604	0.390	0.551	0.941
16:00-17:00	6	2604	0.307	1.011	1.318
17:00-18:00	6	2604	0.147	1.575	1.722
18:00-19:00	5	2878	0.049	0.813	0.862
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			6.507	6.569	13.076

Parameter Summary:

Trip rate parameter range selected:	170 - 120000 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	2604	0.749	0.064	0.813
08:00-09:00	6	2604	3.758	0.275	4.033
09:00-10:00	6	2604	2.695	0.454	3.149
10:00-11:00	6	2604	1.351	0.493	1.844
11:00-12:00	6	2604	0.736	0.551	1.287
12:00-13:00	6	2604	0.813	1.760	2.573
13:00-14:00	6	2604	1.415	0.928	2.343
14:00-15:00	6	2604	0.480	0.627	1.107
15:00-16:00	6	2604	0.589	0.871	1.460
16:00-17:00	6	2604	0.429	1.805	2.234
17:00-18:00	6	2604	0.154	3.533	3.687
18:00-19:00	5	2878	0.063	1.348	1.411
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			13.232	12.709	25.941

Parameter Summary:

Trip rate parameter range selected:	170 - 120000 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	2604	0.006	0.000	0.006
08:00-09:00	6	2604	0.000	0.006	0.006
09:00-10:00	6	2604	0.006	0.000	0.006
10:00-11:00	6	2604	0.000	0.000	0.000
11:00-12:00	6	2604	0.006	0.006	0.012
12:00-13:00	6	2604	0.006	0.006	0.012
13:00-14:00	6	2604	0.000	0.006	0.006
14:00-15:00	6	2604	0.000	0.000	0.000
15:00-16:00	6	2604	0.006	0.000	0.006
16:00-17:00	6	2604	0.000	0.000	0.000
17:00-18:00	6	2604	0.000	0.006	0.006
18:00-19:00	5	2878	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.030	0.030	0.060

Parameter Summary:

Trip rate parameter range selected:	170 - 120000 (units: sqm)
Survey date date range:	28/03/2018 - 11/03/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	2604	0.013	0.000	0.013
08:00-09:00	6	2604	0.109	0.064	0.173
09:00-10:00	6	2604	0.077	0.038	0.115
10:00-11:00	6	2604	0.070	0.032	0.102
11:00-12:00	6	2604	0.058	0.038	0.096
12:00-13:00	6	2604	0.064	0.083	0.147
13:00-14:00	6	2604	0.070	0.051	0.121
14:00-15:00	6	2604	0.038	0.051	0.089
15:00-16:00	6	2604	0.038	0.070	0.108
16:00-17:00	6	2604	0.026	0.038	0.064
17:00-18:00	6	2604	0.006	0.058	0.064
18:00-19:00	5	2878	0.000	0.035	0.035
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.569	0.558	1.127

Parameter Summary:

Trip rate parameter range selected:	170 - 120000 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.